The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*.

PARIS AND EUROPE:—AMEDEE PRINCE & Co. 30, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....$7,500,000
RESERVE FUND,.....$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS,..... $ 200,000
RESERVE LIABILITY OF PROPRIETORS,..... $7,500,000

COURT OF DIRECTORS.

Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. BELL IRVING. | H. HOPPIUS, Esq.
C. D. BOTTOMLEY, Esq. | E. H. M. HUNTINGTON, Esq.
W. H. F. DARBY, Esq. | Hon. A. P. McEWEN.
H. L. DALRYMPLE, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.

MANAGER.

Shanghai,.....EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank*.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, August 28, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1. or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 188 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....£2,000,000
PAID-UP.....£ 500,000

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the *Balances* of such Claims purchased on advantageous terms.

Agency of
THE NATIONAL LIFE ASSURANCE SOCIETY.
H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, May 31, 1886. 1068

Business Notices.

FURNISHING DEPARTMENT.

LANE CRAWFORD & Co.

BEG to announce that they have just received their NEW STOCK OF

CARPETS AND FURNISHING GOODS

IN THIS SEASON'S DESIGNS,

COMPRISING:—

3,500 YARDS BEST QUALITY BRUSSELS CARPETS in Art Designs and Colorings, WITH BORDERS AND RUGS TO MATCH.

2,000 YARDS 2ND QUALITY BRUSSELS CARPETS in Art Designs and Colorings, WITH BORDERS AND RUGS TO MATCH.

3,000 YARDS TAPESTRY CARPETS in Art Designs and Colorings WITH BORDERS AND RUGS TO MATCH.

'KENSINGTON CARPETS.'—These are inexpensive but most Artistic productions of the English Loom, woven in one piece, without seam, bordered, fringed and reversible: may be had in a variety of Patterns and Sizes, SUITABLE FOR RECEPTION AND BEDROOMS.

'WESTMINSTER CARPETS.'—These are similar in texture to a medium quality Brussels Carpets, most Artistic in Design, inexpensive and durable, suitable for Dining and Drawing Rooms. A great VARIETY TO SELECT FROM IN VARIOUS SIZES.

'ORIENTAL CARPETS AND RUGS.'—A Splendid Collection of Antique Persian and Indian Rugs and Carpets;—Daghestan, Koula, and Scinde Rugs in great variety. An immense assortment of Axminster and Velvet Hearth Rugs, Sofa Carpets, and Door Mats. Sheepskin Rugs and Mats in all Colorings.

Curtain Department.

A LARGE ASSORTMENT OF CURTAINS in every TEXTURE,—MADRAS, GUIPURE, SWISS and NOTTINGHAM LACE, from $2.00 per pair.—Some special novelties.

'TAPESTRY CURTAINS,' WITH BORDERS & DADOES.—These are Woven in the Curtain with Border and Dado to Match, in every variety of design and coloring,—require no making or trimming,—from $10 per pair.

'TAPESTRIES AND COVERING FABRICS.'—The most wonderful improvements have been made within the last few years in the MANUFACTURE and COLORING of COVERING FABRICS. The Artistic effect which some of these goods—even at $1.00 per yard, double width—give is extraordinary. LANE, CRAWFORD & Co. have a very large variety of patterns, double width, from $1.00 per yard. Also FRINGES and TRIMMINGS made specially to match.

NOVELTIES in PLUSH and TAPESTRY TABLE COVERS, TIDIES, TOILET COVERS and ANTIMACASSARS.

ARTISTIC DRAPERIES and MANTEL BORDERS.

BED and TABLE LINEN AND EVERY description of HOUSEHOLD DRAPERY.

CALIFORNIA SAXONY and WITNEY BLANKETS, EIDER DOWN QUILTS AND PILLOWS.

OVERMANTELS, MIRRORS, PERAMBULATORS, &c.

Bedstead Department.

LANE, CRAWFORD & COMPANY have seldom less than 100 Bedsteads in stock of various patterns to suit all purchasers: they have just received an Elegant All BRASS HALF CANOPY BEDSTEAD and a very handsome All BRASS FOUR POST ditto, which are now on view.

SPRING MATTRASSES.—SANITARY WOVEN WIRE and CHAIN SPRING MATTRASSES in every size to fit any BEDSTEAD.

Bedding.

LANE, CRAWFORD & COMPANY'S BEDDING is all manufactured by themselves and guaranteed pure, none but NEW and FIRST-CLASS MATERIALS being used. As there are several unscrupulous Tradesmen and Dealers, who, by using second-hand horse hair and stuffing, are able to offer worthless articles at comparatively low prices, Lane, Crawford & Co. beg to intimate that in making Bedding they use none but NEW and FIRST CLASS MATERIALS and guarantee the purity of their productions.

OLD MATTRASSES purified and re-made.

OLD FURNITURE Re-covered Equal to New. Estimates and designs free.

LANE, CRAWFORD & Co.

HONGKONG, October 4, 1886. 1894

Intimations.

NOTICE.

A LADY of great experience in the Management of Children wishes to take entire charge (or otherwise) of a little GIRL, who could be brought up with her own, aged ten. Healthy country home about a dozen miles out of London. Educational advantages, especially for Music. Parents living abroad would be assured that their little one would meet with every care and sympathy.

References kindly permitted to the Rev. Storrs Turner, 11, Cannon Place, Hampstead, N.W.; Rev. E. C. Ince, Sunbury House, Watford, Herts; Rev. and Mrs. H. W. Russell, Ashford, Kent; Editor, *China Mail*, Hongkong; and others.

Terms:—According to requirements.

Hongkong, July 28, 1886. 1416

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th day of October, 1886, at 12 of the Clock, Noon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special Resolution.

RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures $100,000, where they appear twice therein and substituting for such figures, the figures $150,000.

JARDINE, MATHESON & Co.,
General Managers.

Dated 20th day of September, 1886. 1809

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, October 1, 1886. 1874

ROBERT LANG & Co.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in good condition; all Stock that had deteriorated from any cause whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year.

From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.

Hongkong, September 16, 1886. 1788

KELLY & WALSH, LD.,

WILL HOLD, FOR ONE WEEK ONLY, A

Great Clearance Sale.

COMMENCING MONDAY, the 11th October, and Finishing SATURDAY, the 16th October.

All Last Season's FANCY GOODS, at HALF PRICE.

A Quantity of BOOKS of TRAVEL, BIOGRAPHY, HISTORY and WORKS of FICTION, at HALF PRICE.

A Lot of ONE DOLLAR FRENCH NOVELS, at 40 Cents each or $3.50 per dozen.

A Quantity of SONGS and POPULAR DANCE MUSIC, usual price, 75 Cents each, offered at 20 Cents each or 6 pieces for $1.00.

KELLY & WALSH, LIMITED.

Hongkong, October 9, 1886. 1937

W. POWELL & Co.

EX STEAMSHIP *NESTOR*.

NEW WINTER DRESS MATERIALS,

OVER 350 PIECES.

PRICE from 15 CENTS per Yard.

W. POWELL & Co.

VICTORIA EXCHANGE, September 14, 1886. 1774

Business Notices.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

THE BON MARCHE.

(CHEAP MARKET.)

ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES,
At Cash Prices and for Cash only.

PIPES, TOBACCOS, CIGARS, BOOKS, NOVELS, MUSIC, WATCHES, MUSICAL INSTRUMENTS, ALBUMS, KNIVES, CUTLERY, LEATHER GOODS, CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY,
in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices*. 742

HONGKONG MASONIC CLUB, LIMITED.

NOTICE.

A MEETING of SHAREHOLDERS will be held at the MASONIC HALL, Zetland Street, on TUESDAY, October 12th, at 5.15 for 5.30 p.m. sharp.

By Order,
GEO. H. SWALES,
Secretary.

Hongkong, October 5, 1886. 1912

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned, at 12 o'Clock (Noon), on SATURDAY, the 23rd October instant.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 23rd Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 7, 1886. 1925

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY,
1, *DUDDELL STREET*.

GRIFFITH & Co.,
MANUFACTURERS OF THE
LONDON ÆRATED WATERS,
1, *DUDDELL STREET*,
Continue to Supply:

SODA WATER, | LEMONADE,
TONIC " | GINGERADE,
SELTZER " | RASPBERRYADE,
SARSAPARILLA " | &c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at *Cheap Rates*. Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.

Hongkong, February 17, 1886. 331

Intimations.

HONGKONG JOCKEY CLUB.

THE Annual General MEETING of MEMBERS of the above Club will be held at the CITY HALL, at 4.30 p.m. on WEDNESDAY, the 20th Instant.

By Order,
J. GRANT,
Clerk of the Course.

Hongkong, October 5, 1886. 1905

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Second BONUS of FIVE PER CENT. on Contributions, and a DIVIDEND of SIX DOLLARS and TWENTY-FIVE CENTS per Share for the year 1885, will be Payable on MONDAY, the 4th Instant.

WARRANTS may be had on application at the OFFICE of the Society on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, October 2, 1886. 1883

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held at Mt. Kellett, on MONDAY, the 18th day of October, 1886, at 5.30 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 2nd October, 1886. 1910

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 18th day of October, 1886, at 5.30 p.m., by Order of His Excellency the Officer Administering the Government of One Lot of Crown Land, at Mt. Kellett, for a term of 75 years.

Particulars of the Lots.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Square Feet.	Quarterly Ground Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 48	South side of Mt. Kellett, The Peak	100	70	206	208	17,850	42	850

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 5th November, 1886, at 3 p.m., on the Premises,—

REMAINING PORTION OF INLAND LOT No. 124, and SECTIONS *C* AND *D* OF INLAND LOT No. 125.

Situate at the Corner of OLD BAILEY and STAUNTON STREETS, with the BUILDINGS erected thereon being Nos. 7, 9, 11 and 13 on OLD BAILEY STREET, and Nos. 2 and 4 on STAUNTON STREET. The whole measuring about 15,300 Square Feet. Annual Crown Rent, $108.82.

TERMS OF SALE.—20 per Cent. of the Purchase Money to be paid after fall of the hammer, the Remainder on transfer being made.

For further Particulars and Conditions, apply to

SHARP, JOHNSON & STOKES,
Solicitors for the Vendor;
or to
G. R. LAMMERT,
Auctioneer.

Hongkong, October 6, 1886. 1914

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Haiphong,
Capt. S. ASHTON, will be despatched for the above Ports on SUNDAY, the 10th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 6, 1886. 1915

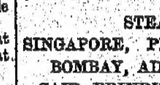
Shipping.

Steamers.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SUEZ CANAL.

(*Taking Cargo at through rates to* NEW YORK.)



The Co.'s Steamship
Ningchow,
G. L. CASTLE, Comm'der,
will be despatched as above on or about the 12th Instant.

For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 5, 1886. 1904

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SINGAPORE.

The Co.'s Steamship
Devonhurst,
Capt. HONTOFF, will be despatched as above on or about the 13th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 7, 1886. 1922

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship
Wingsang,
Captain P'ÊTE. CROIX, will be despatched for the above Ports on THURSDAY, the 14th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1886. 1902

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship
Amphitrite,
Captain B. GELCICH, will be despatched as above on FRIDAY, the 15th October, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. SACHRACH,
Agent.

Hongkong, October 4, 1886. 1890

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glenorchy,
Captain GEDYE, will be despatched as above on or about the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, October 5, 1886. 1903

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship
Port Adelaide,
F. WEST, Commander,
will be despatched for above Ports on or about the 22nd Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 4, 1886. 1896

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

(*Taking Cargo at through rates to all* MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, *and also to* NEW YORK & BUENOS AYRES, MONTE-VIDEO.)

The Co.'s Steamship
Bormida
will be despatched as above on or about the 1st November.

To be followed by the *D. Balduino* on or about the 3rd December.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, October 8, 1886. 1931

Sailing Vessels.

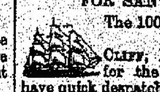
FOR NEW YORK.

The American Barque
Annie W. Weston,
DUNCAN, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, September 13, 1886. 1764

FOR SAN FRANCISCO.



The 100 A.1. American Ship
T. F. Oakes,
CLIFF, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, September 6, 1886. 1722

For Sale &c.

MacEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL.

—:o:—

HAVE FOR SALE THE FOLLOWING

STORES.

—0—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
CUTTING'S Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5lb Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BRAWN.

A LARGE ASSORTMENT of COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS.
WOFFLE IRONS.
CHARCOAL IRONS.
KEROSINE LAMPS.
NONPAREIL KEROSINE OIL.

—::—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ $11 and $12.
CUP CHAMPAGNE, Pts. & Qts. @ $12 and $14.
SACCONE'S SHERRY.
SACCONE'S INVALID PORT.
ROYAL GLENDEE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEEBING'S CHERRY CORDIAL.
ASSORTED LIQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

—o—

THE USUAL ASSORTMENT of

OILMAN'S STORES,

at the Lowest Possible Prices

FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1137

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANTIOCH, American barque, Capt. H. J. Hemingway.—Arnhold, Karberg & Co.
BILLY SIMPSON, British barque, Capt. F. A. Brown.—Captain.
BOTVID, Norwegian barque, Captain Ch. Henriksen.—Melchers & Co.
GALATEA, British ship, Captain William Colville.—Borneo Co., Ltd.
HARVESTER, American ship, Captain Wm. Taylor.—Order.
HYDRA, German barque, Capt. C. Binge.—Siemssen & Co.
JOHN FRAHEY, British ship, Capt. Thos. Ryan.—Messageries Maritimes.
RALPH M. HAYWARD, Am. bar'tine, Capt. Joseph Baxter.—Arnhold, Karberg & Co.
SARAH HIGNETT, American ship, Capt. A. Morgan.—Ed. Sodellhas & Co.
SMIT, Dutch steamer, Captain H. G. Ruhsak.—Siemssen & Co.
SPINAWAY, British barquentine, Captain James Garrick.—Siemsson & Co.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Wingsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods including Saltpetre are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately, as none will be entertained after the 12th Inst.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1886. 1901

FROM SINGAPORE AND LONDON.

THE S.S. *Glenfinlas* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. TO-DAY.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, October 5, 1886. 1900

Notices to Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *NURNBERG*, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns at the Kowloon Piers, whence delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before 4 p.m. TO-DAY, the 8th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th Instant will be subject to rent.

All Claims must reach us before 4 p.m. of the 16th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, October 8, 1886. 1928

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Chingwo*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Mr. W. KERFOOT HUGHES, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 11th Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'Clock TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 4, 1886. 1891

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Dupuy de Lome*, Captain COUP, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon TO-DAY, the 5th Inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 5, 1886. 1917

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Claymore*, Captain GULLAND, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Japan unless notice to the contrary be given before Noon TO-DAY, the 6th Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, October 6, 1886. 1918

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Capt. CHRISTIANSEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 15th Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSSEN & Co.,
Agents.

Hongkong, October 8, 1886. 1926

NOTICE TO CONSIGNEES.

S.S. *ANGERS*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside the Steamer.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 6, 1886. 1921

To-day's Advertisements.

NOTIFICATION.

HEAD QUARTERS,
HONGKONG VOLUNTEERS,
9th October, 1886.

GENTLEMEN desirous of JOINING the HONGKONG VOLUNTEERS can be Enrolled at the HEAD QUARTERS of the Corps at 5.30 p.m. on TUESDAYS. The DRILL SEASON has now commenced and recruits should come forward as soon as possible to complete the Course of GUN DRILLS in time for ANNUAL PRACTICE.

G. A. CRAWFORD, *Colonel*,
1932 *Commandant.*

OBITUARY NOTICE.

FRIENDS of the late Mr. FRANCOIS VINCENOT are hereby respectfully INVITED to be present at a REQUIEM Mass to be said at the New Roman Catholic Cathedral, on MONDAY, the 11th Instant, at 7.30 a.m.

Hongkong, October 9, 1886. 1939

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

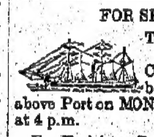
The Co.'s Steamship *Antenor*, Capt. FREEMAN, will be despatched as above on MONDAY, the 11th Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 9, 1886. 1934

FOR SHANGHAI.



The Steamship *Amoy*, Captain R. KÖHLER, will be despatched for the above Port on MONDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, October 9, 1886. 1935

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, *VIA* FOOCHOW.

(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.)*

The Steamship *Airlie*, Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, October 9, 1886. 1938

To-day's Advertisements.

FOR YOKOHAMA AND HIOGO.

The Steamship *Hesperia*, Capt. CHRISTIANSEN, will be despatched for the above Ports on WEDNESDAY, the 13th Instant, at 11 a.m.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, October 9, 1886. 1936

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Palamed*, Captain JACKSON, will be despatched as above on SATURDAY, the 16th Instant.

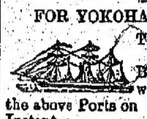
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 9, 1885. 1933

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.



The Steamship *Pembrokeshire*, B. WILKINS, Commander, will be despatched for the above Ports on SATURDAY, the 16th Instant.

This Steamer has superior Passenger Accommodation.

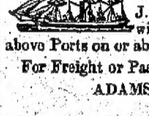
For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 9, 1886. 1940

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.



The Steamship *Flintshire*, J. DANCASTER, Com'der, will be despatched for the above Ports on or about the 18th Instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 9, 1886. 1941

SHIPPING.

ARRIVALS.

October 9, 1886 :—

Nautilus, Austrian gunboat, 480, Capt. Charles Spetzler, Nagasaki September 30.
Chintung, Chinese steamer, 645, Winsor, Wuhu October 4, Rice.—C. M. S. N. Co.
Kut Sang, British steamer, 1,495, W. O. M. Young, Shanghai October 6, General.—JARDINE, MATHESON & Co.
Propontis, British steamer, 1,569, Geo. Heasley, Saigon October 5, Rice.—ARNHOLD, KARBERG & Co.
Smit, Dutch steamer, 821, H. G. Ruhsak, Sourabaya September 27, Sugar.—SIEMSSEN & Co.

DEPARTURES.

October 9 :—

Anton, for Hoihow and Pakhoi.
Travancore, for Kobe and Yokohama.
Tantallon, for Nagasaki.
Phra Chula Chom Klao, for Swatow.
Santa Filomena, for Iloilo.
Titan, for Amoy and Shanghai.
Lorus, for Singapore.
Chintung, for Whampoa.
Zafiro, for Amoy and Manila.
Nurnberg, for Shanghai.
Stettin, for Yokohama.
Arratia, for Yokohama.

CLEARED.

Billy Simpson, for Sandakan.
Cicero, for Kutchinotzu.
Saltee, for Haiphong.
Euphrates, for Saigon.
Drachenfels, for Calcutta.
Haiphong, for Coast Ports.

PASSENGERS.

ARRIVED.

Per *Kut Sang*, from Shanghai, 1 European, and 64 Chinese.
Per *Propontis*, from Saigon, 110 Chinese.

DEPARTED.

Per *Nurnberg*, for Shanghai, Mr H. Hoppius, Dr P. Neubauer, and 1 Chinese.
Per *Stettin*, for Yokohama, Mr and Mrs Campbell, Messrs W. Kunberger, Dominichini, D. U. Mackintosh, J. Boucraft and R. Bonoraft.
Per *Kong Beng*, for Bangkok, Mr and Mrs Thompson, Mr Hayes, and 20 Chinese.
Per *Anton*, for Hoihow, &c., 40 Chinese.
Per *Travancore*, for Kobe, Capt. Blackburn.
Per *Zafiro*, for Amoy, &c., 1 European, and 200 Chinese.
Per *Phra Chula Chom Klao*, for Swatow, 200 Chinese.
Per *Titan*, for Amoy, &c., 1 Europeans, and 200 Chinese.

TO DEPART.

Per *Saltee*, for Haiphong, Mr Meyer, and 24 Chinese.
Per *Euphrates*, for Saigon, 12 Chinese.
Per *Haiphong*, for Coast Ports, 2 Europeans, and 200 Chinese.

SHIPPING REPORTS

The Dutch steamer *Smit* reports :—During the passage from Holta Channel to Cape Padaran heavy squalls with rain, and heavy S.W. sea; from Cape Padaran to Hongkong, strong N.E. wind with smooth sea and clear weather.

POST OFFICE NOTICES.

MAILS will close:—

For KUTCHINOTZU.—
Per *Cicero*, at 9 a.m., on Sunday, the 10th inst.
For CALCUTTA.—
Per *Drachenfels*, at 9 a.m., on Sunday, the 10th inst.
For HOIHOW & PAKHOI.—
Per *Alwine*, at 9 a.m., on Sunday, the 10th inst.
For SAIGON.—
Per *Euphrates*, at 9 a.m., on Sunday, the 10th inst.
For SHANGHAI.—
Per *Amoy*, at 3.30 p.m., on Monday, the 11th inst.
For YOKOHAMA & KOBE.—
Per *Hesperia*, at 10.30 a.m., on Wednesday, the 13th inst.
For SAIGON.—
Per *Vortigern*, at 4.30 p.m., on Wednesday, the 13th inst.
For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 11.30 a.m., on Thursday, the 14th inst., instead of as previously notified.
For STRAITS AND CALCUTTA.—
Per *Wingsang*, at 2.30 p.m., on Thursday, the 14th inst.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haiphong* leaves for Coast Ports.

RELIGIOUS SERVICES :—

ORDER OF SERVICES OF THE CHURCH OF ENGLAND AT ST. JOHN'S CATHEDRAL FOR THE 16TH SUNDAY AFTER TRINITY.

8.30 a.m.—Military Parade Service.
11.30 a.m.—Matins, Holy Communion and Sermon.
6 p.m.—Evensong.

UNION CHURCH.—Divine Worship, 11 A.M.—Rev. E. J. Eitel. Service in Chinese, 2 P.M.—Rev. J. Chalmers, M.A., LL.D.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

GERMAN BETHESDA CHAPEL.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

ST. JOSEPH'S CHURCH, Garden Road.—9 A.M. Mass and Sermon. 5.30 P.M. Evening Service, Benediction.

ST. PETER'S SEAMEN'S CHURCH, Sailors' Home.—Service every Sunday at 5.45 P.M. Holy Communion at 7.45 A.M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 5.30 P.M.

TEMPERANCE HALL, 7.30 P.M.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

3 p.m.—*Antenor* leaves for London.
4 p.m.—*Amoy* leaves for Shanghai.

Goods per *Chingwo* undelivered after this date subject to rent.

A. S. WATSON & Co., LIMITED.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcel of 50 packets, Price, $10.00
" " of 20 " " $ 5.00
Vegetable " of 48 " " $ 7.50

Special Florists' Seeds,

comprising:

PANSIES—PETUNIAS—PHLOX—VERBENAS—CLOVE PINES—PANTALOCCA—FORGET-ME-NOTS AND HOLLYHOCKS.

In Packets of Six-named Varieties, Price, $1.00 each.

OTHER SEEDS AS PER CATALOGUE.

A. S. Watson & Co., Limited,
THE HONGKONG DISPENSARY.

Hongkong, October 7, 1886. 1924

BIRTH.

On the 9th October, at Cloudlands, the Wife of A. P. MACEWEN, of a Daughter.

MARRIAGE.

At the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., WILLIAM HENRY, eldest son of Thomas Dobson, Birkenhead, Cheshire, to BELLA, widow of the late Captain Wilson, Shanghai. No Cards.

☞ *The publication of this issue commenced at 7.50 p.m.*

SHARE LIST.—QUOTATIONS. OCTOBER 9, 1886.

Stocks.	*Nos. of Shares*	*Value.*	*Paid-up.*	*Position per last Report. Reserve.*	*Balance c.f'ward*	*Last Dividend*	*Closing Quotations, Cash.*
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$4,500,000 For equalisation of div. $ 200,000	$ 111,760.34	£2 div. ½-year to June 30, '86	164 ½ prem.
INSURANCES.							
North-China Insurance Co., Ld.....	5,000	£ 20	£ 50	Tls. 100,000	Tls. 623,484.55	Tls. 20 p. sh. for 1885	Tls. 300 per share
Yangtsze Insurance Company, Ld....	8,000	£ 25	all	£ 50,000	Tls. 3,059.76	3½ % for ½ yr. Dec. 31 1884	Tls. 118 "
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$ 575,000	$ 439,089.41	$31 p. sh. '84	$96
China Traders' Insurance Co., Ld....	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % p. annum	$70 " ex div.
Canton Insurance Office Co., Ld.....	10,000	$ 250	$ 50	$ 155,000	$ 465,214.43	10 % for 1885	$87½ " cash
Chinese Insurance Co., Limited.....	1,500	$ 1,000	$ 200	$ 28,711.50	$ 2,858.89	6 % for 1885	$135 per share
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$ 1,000,000	$ 283,482.55	$27.50 for '85	$435 "
China Fire Insurance Co., Ld.....	20,000	$ 100	$ 20	$ 566,700	$ 223,811.07	$ 6 for 1884	$87 per share
STEAM BOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	3,000	$ 100	all	$ 180,000	$ 12,850.74	6 % half year	70 % prem., buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 142,370.01	$ 1151.13	June 30/86 8 %	$43 ex div.
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10				
50,000 shares issued.....	31,212	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	5 % dis.
China and Manila S. S. Co., Ld.....	3,500	$ 100	all	...	...	None	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	$ 18,000	$ 6,701.43	7 % half year and 2½ bonus	$112 ½ prem.
HK. and China Gas Co., Limited.	5,150	£ 10	all			10 % and 2 %	
New Shares.....	1,900	£ 10	£ 7.10	£ 9,177.3.11	£ 1,547.3.11	bonus for '84	$120 per share
Hongkong Hotel Company, Ld....	3,000	$ 100	all	...	$ 1,321.41	86 half year June 30 1886	$184 per share
China Sugar Company, Limited.....	9,000	$ 100	all	...	$ 13,451.51	None	$102 per share
Hongkong Ice Company, Limited ...	5,000	$ 25	all	30,000	$ 1,125.30	$12	$46 per share
Hongkong Bakery Company, Ld. ...	600	$ 50	all	$ 6,000	$ 690.66	$16	$120 " ex div.
Luzon Sugar Company, Limited.....	7,000	$ 100	all	...	$ 1,094.52	3 %	$63 "
Perak Tin Mining & S'ting Co.....	5,000	$ 50	all	...	...	None	$10 " } nominal
Selangore Tin Mining Co. (S'hai).....	2,500	$ 100	all	...	...	None	$5 " }
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$8 " buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$52 "
H. & M. Glass Manufactory Co....	4,000	$ 50	all	...	First year		60 discount
A. S. Watson & Co., Limited.....	3,800	$ 100	all	...	$ 372.95	6½ inter. divd. 6 months	$125, buyers
LOANS.				*Rate of Int.*	*Payable.*		
Chinese Imperial 1881	8,565	Tl. 500	all	7 %	June 16 & Dec. 16	...	par
" " 1884 A.....	2790	$ 500	all	8	March 15	...	2 % prem.
" " 1884 B.....	2790	$ 500	all	8 %	June 30	...	6½ prem.
" " 1884 C.....	3189	$ 500	all	8 %	Oct. 15	...	6 % prem.
Chinese Imp. (Ch. Bank Loan) 1885	2790	$ 500	all	8 %	Jan. 13	...	3 % prem.

A. G. STOKES, *Share Broker.*

The China Mail.

HONGKONG, SATURDAY, OCTOBER 9, 1886.

WHAT is usually termed malarial fever is a disease which for over forty years has contributed largely towards giving a bad reputation to the climate of this Island. The decimations of our soldiers in the early days of the Colony were principally caused by this disease; and as certain as virgin soil was turned up in almost any quarter of the Island, so surely this description of fever made its appearance. Instances of extensive visitations of fever can be recalled by old residents, the active cause of which could have been nothing else but earth-cuttings in the immediate neighbourhood. The general principle, that fever almost invariably follows the exposure of virgin soil in Hongkong even now, is admitted by nearly every one who has resided here for many years. Probably the upper district of the town, to the westward, has been the greatest sufferer in this respect; although it has not by any means been the only section of the town where malaria has been felt. It is about five years ago since the last fever season was noted, and at that time a few comments were made in these columns on the subject, which are so applicable now that they are reproduced. Since that time things in Hongkong have very much changed in many ways. Typhoid has begun to show itself in a more marked degree than formerly, and diphtheria has now and again paid us an unwelcome visit. But the power of the malaria when relieved by the hot sun from freshly-turned virgin soil seems to be as great as ever. It is said that much more enlightened views on this subject are being brought forward in these days, and that the doubts are strong and freely-expressed that the upturned soil has anything whatever to do with the visitations of fever to which the Colony is still subject. We should be exceedingly pleased if it could be shown that malaria does not contribute to the present unfortunate unhealthiness of certain districts of this Colony during stated seasons of the year. Indeed, now that Hongkong can boast of a Sanitary Board, a Medical Board, and a Medical Society, it does seem strange that so little notice appears to be taken of what has assumed rather serious dimensions. It has been said that much conversational discussion has taken place in the Sanitary Board on this subject, but as yet nothing has been decided upon to be done, or to be tried. This may or may not be in consequence of the rumoured differences of opinion which prevail as to the cause of the disease. While the Chairman is credited with a desire to pooh-pooh all objection to virgin soil being exposed, the majority of medical men feel convinced that earth-cutting and malarial fever go hand in hand. It has been shown, we think, beyond question, that the type of malarial fever met with here is almost invariably accounted for by earth-cuttings; and that, almost without exception, where any earth-cutting takes place, fever follows it. One of the exceptions mentioned is the cutting at the new Admiralty Dock, Hung Hom; but it is just possible that the superficial cutting on this spot having been completed, the risk of malaria there has thus been greatly lessened.

However desirable it may be to avoid everything that would tend to produce panic, it cannot be denied that some steps should be taken by the sanitary authorities to cope with an outbreak such as that which for the last two or three months has turned the western district into a sort of straggling hospital. We have notes of the cases which have occurred in that neighbourhood, as well as those in other districts, but refrain from giving the numbers. Suffice it to say, that there is scarcely a single house in the western district wherein fever has not entered, and the amount of sickness amongst the Chinese servants has been very large. Most of the deaths have occurred amongst the natives. The proximity of this district to the native town, being as it is just over the most densely-crowded sections of the native quarter, has led to the supposition that the atmospheric influences or the sewage gases which emanate from that region may have served to intensify the evil effects of this outbreak. This may or may not be. So far as malaria is concerned, the power of that poisonous germ is believed to fail as the cool weather comes in. But the same cannot be said of sewage gas; and it would be interesting to know whether or not anything is to be done during the dry months to cleanse or otherwise deal with the drains which exhale their deadly poisons on the upper levels. In proportion to the urgency of the necessity, is the duty to do something. Is the Sanitary Board, the Health Department, or the Government, prepared to accept the grave responsibility of continuing to do nothing?

TELEGRAMS.

(Via Southern Line.)

THE BULGARIAN DIFFICULTY.

RUSSIA'S AGENT DEFIED.

LONDON, 6th October, 1886.

M. Kaulbars has ordered the Commandant of Rustchuk to release the plotters against Prince Alexander, offering him a reward. The Commandant of the Consular troops has refused to comply.

TYPHOON.

We have been favoured by M. Mencarini, the Spanish Consul, with a copy of the following telegram which he received from Manila late last night :—

'A typhoon is raging to the E.N.E. of Luzon, near the coast. Its direction appears to be from E.S.E. to W.N.W. Cannot say if it will recurve in the China Sea.'

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND :—*Colombo*, August 27; *Europa*, 31; *Krupp*, 7; *Benarty*, *Orion*, 14; *Agamemnon*, *Teviot*, *Moray*, 17; *Diomed*, *Annam*, 21; *Bellerophon*, *Glenearn*, *Salazie*, *Camelot*, 28; *Sayhalien*, Oct. 1; *Ajax*, 5.

HOMEWARD BOUND :—*Mosser*, *Laju*, Sept. 3; *Benalder*, 7; *Glenfruin*, 10; *Jason*, 14; *Albany*, 17; *Deucalion*, *Glenartney*, *Menelaus*, *Patroclus*, *Oder*, 28; *Bengloe*, Oct. 1; *Gordon Castle*, *Strathleven*, *Pandora*, *Cassandra*, *Dardanus*, Oct. 5.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Oxus*, was to leave Singapore on Wednesday, the 6th inst., at 11 a.m., and may be expected here on or about Thursday, the 14th inst.

The Austro-Hung. Lloyd's S. N. Co.'s S. S. *Amphitrite*, from Trieste, left Singapore for this port on the afternoon of the 2nd inst., and is now due.

The Shire Line steamer *Pembrokeshire*, from London, left Singapore on the 9th instant, and may arrive here on the 16th inst.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—16TH SUNDAY AFTER TRINITY.

Matins :—Venite, Farrant; Psalms, Wicks and Felton; Te Deum, Littleton; Jubilate, Garrett; Anthem, 'All people that on earth do dwell'; Hymn, 340.

Evensong :—Psalms, Goss, Croft & Crotch; Magnificat & Nunc Dimittis, Wesley in F; Anthem, 'Saviour, breathe an evening blessing'; Hymns, 197 & 22.

We are requested to state that the service at the Peak Church to-morrow will be held at 4.30 p.m.

TWENTY boatmen were to-day fined $5 each for plying for hire without having the numbers of their licenses properly painted on the boat.

MESSRS Adamson, Bell & Co. inform us that the Shire Line steamer *Pembrokeshire*, from London, left Singapore for this port to-day.

WE are requested to state that by kind permission of Captain Colville, Divine Service will be conducted by the Rev. A. G. Goldsmith on board the British ship *Galatea* to-morrow (Sunday) forenoon. The Bethel Flag will be hoisted on board.

Der Ostasiatische Lloyd says, 'The men-of-war *Bismarck*, *Carola*, *Olga*, *Nautilus* and *Wolf* arrived on 1st October at Chefoo from Taku. The Viceroy Li Hung-chang honoured Admiral Knorr and the officers of the *Bismarck* with his presence at dinner on board that vessel in Taku.

THE report of the Government Astronomer to-day is as follows :—The barometer continues to fall, particularly in Luzon, but has risen in the north. Gradients for N.E. winds have increased. A typhoon has approached Luzon. The temperature is rather high, the humidity moderate and the weather fine along the coast.

BY kind permission of Colonel Anderson and the Officers of the 2nd Northamptonshire Regiment, their regimental band will play in the Gardens, on Sunday evening, the 10th instant, from 9 till 10.o'clock, the following programme :—

March	'Adonis'	Scholes.
Selection	'Gipsy Life'	Le Thière.
Valse	'Il Bacio'	Arditi.
Select	'I Lombardi'	Verdi.
Aria	'Sweetest and Dearest'	Newton.

JOHN MOLAR, Bandmaster.

THE Peking correspondent of the *N. C. D. News*, in mentioning the departure of Mr and Mrs Wilkinson from Peking for the British Consulate at Swatow, states positively, for the first time publicly we believe, that Mr Wilkinson is the author of the now pretty well-known book on English Student Life in Peking, entitled, 'Where Chinese Drive.'

THE Peking correspondent of the *N. C. D. News*, in his latest letter, has a note which should prove of interest to the insurance companies. He says that Mr Lang, of the Standard Life Office, has recently visited the Chinese Capital in company with Mr Marshall, of H.B.M.'s Office of Works, and hopes his visit will result in the allocation of Peking to its proper geographical position, because at present it is classed among the southern ports, and persons wishing to insure have to pay 15 per cent., which, as the correspondent remarks, must act as a deterrent to would-be insurers.

WE are compelled to hold over until Monday the continuation of our summary of Mr Fenerheerd's pamphlet on The 'Cry for More Money.' Mr Fenerheerd, we may briefly state, advocates the re-introduction of the double standard of gold and silver as it was before 1816, and contends that Britain and her dependencies can take this step independently of the action of other nations. He recommends that a 4s. piece should be the coin by which the silver standard should be represented, and the purchase of from 25 to 30 millions sterling worth of silver, so as to bring the silver market back to its normal state.

THE *Chinese Mail* publishes to-day a proclamation by Chang, Ambassador to the United States, Japan, and Peru, addressed to the Chinese residents in the States, through the Consul General On-yang. It dwells sympathetically upon the antecedents and experiences of these emigrants, commends their industry and patriotism, points out the necessity of their standing by one another, bearing patiently the reproach of the foreigner, and above all things avoiding quarrels and fighting among themselves, and gives them to understand that they are still subjects of China who ought to maintain their national traditions and rules. However lax the American Administration may be, they may depend upon it that the Celestial Empire will find means of enforcing its laws, &c. &c.

The Chinese evidently do not entertain the idea of naturalization in the States; and Americans have good reason to dread the growth of an *imperium in imperio*.

THE *Chung-ngoi-san-pu* has to-day another alarming article on the condition of Canton province. As in the body everything depends on the pulse, so in the State everything depends on the Administration of the rules and laws (紀綱). The writer thinks that the province is at present wavering between order and anarchy. Money, the means of Government, was wanted, and the authorities tried to get it by a subscription (loan) and failed; they have doubled the taxes, and the greater part of them goes into their own pockets; they spoke of preventing the profits going to foreigners and now they have adopted a policy which sends profits into the hands of foreigners which they never sought. The hearts of the people are alienated, and rebellion is only a matter of time. Referring to the illustration of the pulse, it should be remembered that even Pien Ch'io, the Chinese Æsculapius, had to throw down his medicines in despair.

Der Ostasiatische Lloyd's mode of anouncing a birth is as follows—'Through the birth of little daughter A. Hoflich and his wife were highly rejoiced.

We have received to-day the third number of *Der Ostasiatische Lloyd*, the new German newspaper started in Shanghai. It is not a pretentious journal, and we do not think will rival with the English papers in Shanghai, at least in the matter of news. Like most foreign papers it seems to go in more for polemics than for producing those items of general news which are almost the distinctive characteristic of English and American papers. The leading article is devoted to the discussion of the progress made by China in providing telegraphic communication throughout the empire, especially the line that is being constructed through Yunnan and Szechuen, which will connect the new English possession of Burmah with China. This line, our contemporary says, has been in course of construction for six months. It leaves the Yangtze near Ichang, stretches from there to Satschi, then on through the mountains of Kweitschao and Szechuan, with numerous stations until it reaches Yunnanfu. It will be five or six months before it is finished, the work being pushed on in the mountains even in the winter months. The workers are directed by a number of Chinese from America trained in the laying of telegraph lines, at their head being a skilled Danish engineer. The only other noteworthy article in *Der Ostasiatische Lloyd* is a small leaderette maintaining that in spite of the contradiction of the *London and China Express* the Marquis Tseng did give new orders to the Elbing Torpedo boat firm, and declaring that the vessels for the Viceroy of Nanking of whose weakly construction the English newspaper made mention were not built at Elbing but at Kiel, and that the reason of their giving way a little on trial was their being mounted with too heavy Armstrong guns. A correspondent from Chefoo writes about a most hearty reception that was given to the man-of-war *Bismarck* at Port Arthur, where, when the improvements of the port are completed, there will be an excellent fleet station. We wish our German contemporary every success, and have no doubt that it will extend its news-columns in course of time. There is plenty of room for German enterprise in China without too bitter rivalry with the English, and it would be well perhaps if this German newspaper endeavoured to keep this fact more in view.

The *Hupao* says that it is rumoured an expectant Taotai named Sum Tse Moi has been appointed Chief Director of the C. M. S. N. Co., and will soon arrive in Shanghai to take up his post.—*Shanghai Mercury*.

His numerous friends in China will be glad to hear that Captain H. Accinni, who was very popular here while in command of the *Christoforo Colombo*, has been appointed Vice-Admiral, and attached to the Ministry of Marine at Rome.—*N.-C. D. News*.

The Tientsin correspondent of the *N.-C. D. News*, in a letter dated the 30th September, says the water in that district is slowly subsiding, and if no more rain falls, the people may yet see dry ground round Tientsin during the winter. There is always something to be thankful for.

The *N.-C. D. News* of the 4th instant contains the following:—'We are informed that the Hongkong and Shanghai Bank has contracted for a loan of Tls. 700,000 with the Tsung-li Yamên, the interest on which is to be 7 per cent. per annum. This is the loan which the Hongkong papers said some months ago had been arranged.'

The following is taken from the *Shanghai Mercury*:—The Chinese torpedo boat which left Hongkong on the evening of the 18th ult. for Foochow, arrived off the White Dogs on the evening of the 20th, and entered the port the following morning, the voyage having been the stormiest she experienced on the whole passage out. She took the outside course all the way.

The *Haeshin*, on her arrival at Shanghai, reported that the *Minghong*, already mentioned as having been in collision with a Chinese gunboat, had arrived at Taku on the 29th September. The *Minghong* was cut down to the water's edge near the fore rigging on the port side. The gunboat which had arrived at Tientsin was badly damaged.—*N.-C. D. News*.

The *Shanghai Mercury* of the 2nd instant says:—Intelligence was received by wire at noon to-day to the effect that the steamer *Kiangfoo* had broken down off Kiangyin. The *Kiangfoo* left here on the morning of the 30th ultimo for the river ports. The C. M. S. N. Co. is despatching the *Kiangkwan* to-night, under the command of Captain Knights, to take the passengers and cargo of the *Kiangfoo* on to Hankow.

A Case of hydrophobia in a horse has just occurred at Bangalore. One day a month or so ago a gentleman arrived at that station from South Coorg, bringing with him a favorite horse. On the following Sunday morning the horse was in high fever, and was sent to Farmer's Stables. On his calling to enquire for it in the evening, Mr Farmer told the owner that he could not think what was the matter with it, unless it was hydrophobia. The owner at once remembered that three months previously a pariah dog had rushed into his garden in South Coorg and attempted to bite a calf, and that, on being driven off, it went to the stable and bit this horse between the nostrils. The next morning the symptoms were all aggravated, and from knocking itself about in the stall not a square inch of whole skin was left on the horse's face and head. A handful of grass was given to it, but it had lost the power of swallowing, and when a bucket of water was let down in front of it by means of a rope, it shrank back and screamed, and its back sank down and became quite concave in shape. The owner spoke to it from a window in front of the stall, and it seemed to recognize him, but its blood-shot eyes and other signs of rabies made its appearance so horrible, that he ordered it instantly to be shot, and so put out of its misery.

Telegrams received at Shanghai from Chefoo on the 4th instant say that the British fleet was expected there immediately.

Der Ostasiatische Lloyd announces that the *Nanshui*, one of the Chinese corvettes built at Kiel, burst one of her cylinders while on a voyage from Corea to Nagasaki, an accident which our contemporary naturally attributes to there being no foreign engineers on board the vessel. It states that the corvette will probably be laid up for six months while a new cylinder is being procured from Kiel, at a cost of fully Tls. 10,000.

The *N.-C. D. News* is glad to hear that there is no truth whatever in the story that the brawl at Nagasaki has weakened Admiral Lang's position with the Chinese. Impartial observers who were at Nagasaki at the time of the row are convinced that the Chinese sailors were not to blame at all for the second, which was the important, riot. The men were quite unarmed when they went ashore, and were laid in wait for by the Japanese police, who were aided by the Japanese people, who had armed themselves in readiness: and the best proof of this is the small number of casualties among the Japanese as compared with those among the Chinese. The enquiry now going on, if the details are ever published, will show if this account is correct. Unfortunately we get most of our information on the subject from newspapers published in Japan, which show a natural partiality towards the people among whom the writers live. There is an ineradicable animosity between the lower orders of the Chinese and Japanese, which is very embarrassing to their respective governments.

The *Shanghai Mercury* in its 'Sporting Notes' of the 4th instant says:—The Hongkong '4,' Messrs T. Glass, D. Kennedy, C. E. Lawrie, R.A., and G. O. C. Master arrived here yesterday by the S. S. *Kutsang*, and were out on the river this evening for the first time. The Shanghai '4' to oppose them has not yet been selected, as the style of boats in which it is proposed to row the race has yet to be finally arranged. For the 'International Eights' the 'Germans' are showing such superior form, and rowing in such good time, that the English and Scotch Eights propose to amalgamate, and thus secure a better race for this most popular event. The amalgamation can scarcely be called an innovation in the programme of the S.R.C., as it was only after the Americans failed to put an '8' on the river that the dissolution took place, and then only with a view to give the eight-oared race more than a club character. For the Inter-Club race, the Shanghai Club, Club Concordia and Country Club will be well represented. Single and double scullers have yet to be chosen to compete against the Hongkong competitors.

From the letters of the Peking correspondent of the *N.-C. D. News* we observe that 'all the world' of that northern locality has returned from summer quarters. The Legations are full, and the various official and educational institutions of the capital are in active operation. The pleasure of the season, however, is rather overshadowed by the somewhat serious illness of H.E. Her von Brandt, the German Minister, whose illness is occasioning some anxiety to his friends. According to the correspondent:—'His Excellency has been doing a very full share during the summer, and has not had the usual relaxation at the hills. Two journeys to Tientsin during the worst of the hot weather and when the flooded condition of the country made travelling unusually tedious and trying, have probably somewhat overtaxed the strength of the Minister. With rest, however, and the genial weather we now enjoy, the able physicians who are in attendance expect to set him on his legs again very soon. Mr Von Brandt is in many respects a model minister, serving his country with zeal, and never sparing himself exertion, either physical or mental. He is always ready to espouse the cause of any of his nationals who require either protection or assistance.'

The *N.-C. D. News* of the 4th instant says:—

After some satirical remarks, not altogether undeserved, on the dread which the English press has been exhibiting of late of German competition in the Far East, our German contemporary of Saturday last gives full details of the contract lately secured by Messrs Jardine, Matheson & Co., through Mr Spence, for a telegraphic cable between Formosa and the mainland of China. Messrs Jardine, Matheson & Co., it says, undertake to provide and lay the cable and erect three stations, with complete apparatus and sufficient reserve material, one in Amoy, one at the Pescadores and one in Formosa, probably at Tamsui. All necessary plant and material for repairs is to be provided. They are also to provide a repairing steamer with all necessary appliances, the dimensions of the steamer to be—length, 212 feet; beam, 31 feet; depth, 12 feet. She is to have a double bottom and 3 sets of cabins, one for the officers, one for the crew and one for passengers. All sails and rigging are to be in duplicate, and the steamer is to have a handsome saloon in addition for high officials, all the necessaries for the service of the saloons being in duplicate. She is to steam twelve knots on ten tons of coal a day. The contracting firm has also to provide three telegraphists who are to be at the expense of the contractors for the first six months. The whole payment on the contract is Tls. 220,000.

Says the *N.-C. D. News*:—'We learn that not much, if any, progress has been made in the settlement of the claims of American missionaries for losses during the riots at Chungking. Li Hung-chang has, we regret to hear, scarcely received the American Minister with courtesy when the representative of the United States has called upon him on the subject. Probably H.E. the Viceroy has heard that the Cabinet of Washington is, on account of the treatment which Chinese have received in the United States, rather opposed to the claims being pushed.' The correspondent of the *Shanghai Mercury*, writing on the 13th September, says so far as he can learn quiet prevails throughout eastern Szechuen. He mentions that three of the leaders in the attack on the Catholic College and Mission premises at Peh-ko-shu have been arrested and are being tried before the Pa-hsien and two Wei-yuens (deputed officers) who came from the capital. It was at this place that a soldier was killed and one of the Fathers lost his life. The correspondent adds:—'There have been several such occurrences in this part of the province, and they have been settled by paying a sum of money, so that the opinion is now prevalent that there is no great risk in plundering and missing foreigners or native Christians; as it is only a matter of so many Taels to be paid out of the local Lekin, and causes no particular inconvenience to any one.' It seems from the same correspondent that in a former riot at Chungking a number of men who were found guilty of being the principals in the affair were begged off by the then Bishop, and this has given rise to the belief that the settlement of attacks on foreigners was only a matter of Taels.

H.M.S. *Firebrand* was unexpectedly ordered from Shanghai to Chemulpo, to reinforce the British naval strength at that port.

Says the *N.-C. D. News*:—We have it on good authority that the Chinese intend to take and fortify Port Hamilton, should the British give it up. Meanwhile, now that the press at home has taken up the question,—with an uncommonly vague appreciation of the real geographical position of this new 'place of arms,'—it is very improbable that it will be given up, and we may even hear that the government thinks it worth while to repair the cable that connects it with the Saddles, which is now lying useless at the bottom of the sea. It is reported that Admiral Hamilton has advised the Admiralty, that if Port Hamilton is to be retained by us, three forts must be erected, and a permanent garrison of 3,000 men kept on the islands. If this advice is adopted, the present Corean population will have to be deported *en masse*; for the only sheltered positions in which barracks can be erected are occupied by their villages. The spot on Observatory Island on which the huts for the present garrison of Marines are built, is exposed to gales so violent at times that the huts are held down by heavy chains passed over the roofs and anchored to the ground. The occupation of Port Hamilton has spoilt the China Station for the navy, and what sort of a life the suggested garrison of 3,000 men will lead there in the future, is a melancholy prospect. There is quail-shooting there now, and the Port Hamilton Naval Game Club has turned down 200 pheasants; but how long these strong-winged birds will voluntarily remain in such inhospitable preserves is a question. Perim and Penang will be Capuas when compared with Port Hamilton.

'FRAGRANT WATERS' MURMUR

That the Government will do well and wisely to forestall the unofficial members, and introduce a bill adopting the English Press Law in this Colony.

That the whole community are against the Government on this question, and do not approve of the tactics by means of which this matter has been shelved.

That the Hongkong public are ever ready to back up official action when such action is honest and fair.

That it is monstrous to place English newspapers under the same regulations as those of native production, and that a native Press Law is a necessity.

That Mr Bell-Irving, in his maiden speech at the last Council meeting, hit the right nail on the head when he said that the present generation had quite enough to pay for, and that a loan for the purpose of continuing the public works was a necessity.

That it is simply absurd that the present generation should be called upon to pay for what a future generation will mostly benefit by.

That (comparing small things with great) a loan in this respect would stand in the same light as the National Debt, and the one would have similar advantages to the other.

That the loan should be raised at once, and then nearly every public undertaking could then be promptly proceeded with and *finished*.

That such public works do not include the necessity for a new Gaol, and the community should strongly protest against any such undertaking until the more efficacious deterrent of whipping has been tried.

That time after time it has been pointed out, and corroborated even by the confessions of the criminals themselves, that the Gaol here is looked upon as affording the native prisoners accommodation which is comparatively luxurious.

That, in fact, Gaol life here to the native 'gaol birds' is likened unto having 'a high old time.'

That the movement to get more revenue out of the jinricksha-owners is to be commended, as the men-carriages do great damage to the roads.

That our public 'rickshas do not reflect much credit upon the designers, and certainly not in the matters of wheels and springs.

That the new tricycle-wheeled 'ricksha is the next step for an enterprising 'ricksha-owner.

That the bumping and swaying of the present clumsy-wheeled vehicle may explain the comparative absence of liver complaints of which doctors now speak.

That the Police notification inviting the attention of owners of vehicles, private as well as public, to the fact that an Ordinance of 1883 requires all vehicles to keep to the *left*, is a step in the right direction.

That the notification might have gone further, and have 'invited' the attention of pedestrians to the side-walks as more suitable to them than the middle of the road.

That, in the event of such invitation not being responded to (for Chinese *will* walk in the middle of the road), more effectual means might be necessary.

That not only are the 'rickshas themselves open to improvement, but the drawers frequently present a sorry appearance.

That, considering the judgment exercised of late in the selection of these toilers of the road, there are far too many coolies of weak and weedy physique amongst the licensed drawers.

That some of those weaklings must surely succeed in evading the Police inspection.

That the Viceroy of Canton 'deserves a good turn' from Hongkong, and that he will probably get it when the time comes.

That the public may be informed, some of these days, as to the reason why.

That, although as yet we have received no breech-loading guns, it is satisfactory to know that our defenders have elaborated a most excellent system of submarine mines which can be laid down in a day, on a moment's notice.

That for what we have received, in the way of torpedo-boats and guns, and for what we are about to receive, due thanks will be rendered—when the thanks are deserved.

That we should not waste our energies upon any Ratepayers' Association, but rather agitate for a more efficient representation on the Council.

That there is a great amount of talk going on about opening the West River and South-Western China, but that no action seems to follow.

That Saint Andrew's lads are again 'on the hop,' and that the lasses are anxious to know all about the reel-practices.

That property once more appears to be attracting attention in this Colony, and this time in an Easterly direction.

That Hongkong, notwithstanding its gigantic strides in the past, is still in its infancy as regards its manufacturing possibilities.

That the completion of the Tytam Water Scheme—whenever that is to be—will tend to give such industries the one impulse needful,—water.

That the thought of this gives rise to the question, How about our water supply for the coming dry months?

That although it is unwise to pose as an alarmist, it is best to take time by the forelock; and I now pause for a reply from the Government.

That, unless rain falls more plentifully than usual, at this season, a water famine is almost a certainty.

That, in addition to this, the drains are getting worse and worse.

That the evil-smelling ravine near the top of Castle Road should be cleaned out.

BROWNIE.

SHOOTING MATCH.

NORTHAMPTONSHIRE v. GARRISON.

A return rifle match was fired to-day at the Naval Range Stonecutter's Island between the Staff Sergts. and Sergts. of the 2nd Battalion Northamptonshire Regiment and the Warrant Officers, Staff Sergeants and Sergeants of the Garrison. It will be remembered that about a fortnight ago the Garrison team beat the Northamptonshire by one point. Col. Anderson at the time said he had no doubt the verdict would soon be reversed. A good deal of interest therefore centred in this return match, and it turns out that Col. Anderson's prediction has come true. Both teams made excellent shooting, the winning team making the splendid average of 70.14. The Northamptonshire practically gained their position at the 200 yards, where they were 19 points ahead of their opponents. At 300 yards they lost 2 points, but at the 400 yards they gained 12, making thus a total gain of 20. The improvement in the shooting was chiefly shown by the Northamptonshire team. The Garrison made one point more than on the last occasion but the Northamptonshire scored 30 more. The following are the totals at the different ranges. The detailed scores will be given on Monday.

NORTHAMPTONSHIRE.

	200 yds.	300 yds.	400 yds.	Total.
Sergt. Fricker,	26	18	23	67
Sergt. McKinley,	26	24	24	74
Sgt.-M. Phillips,	26	25	25	76
C. Sgt. Kendrick,	27	22	25	74
Sergt. Hatton,	27	21	24	72
Sergt. Langhorn	25	12	24	61
C. Sgt. Delaney	27	23	25	75
C.S. McLure,	27	23	25	75
Q.M.S. Perrin,	23	17	21	61
Sgt. Gallear,	23	23	26	72
A. S. Haigs,	22	19	21	62
S. Dr Elliot,	21	25	23	69
Q.M.S. Turner,	26	23	23	72
C. S. Lowrie,	26	22	24	72
Totals,...	352	297	333	982

GARRISON.

	200 yds.	300 yds.	400 yds.	Total.
Sergt. Adams,	25	23	25	73
Q.M.S. Bowling,	19	20	17	56
Sergt. Skinner,	23	22	23	68
Sergt. Savage,	24	22	24	70
Sergt. Singer,	26	19	25	70
Q.M.S. Mills,	23	20	21	64
Sergt. Dickson,	27	23	22	72
M. Gr. Long,	23	22	24	69
Sergt. Watts,	24	20	24	68
Sergt. Attoe,	23	21	25	69
G. S. M. Meredith,	25	23	22	70
C. S. Tighe,	25	23	27	75
Q. M. S. Spread-borough,	22	19	21	62
Q. M. S. Watson,	24	22	21	67
Totals,...	333	299	321	953

At the conclusion of the match G. S. M. Meredith complimented the marksmen on the excellent scores they had made. These matches took some trouble to get up and perhaps they might not be able to arrange one so soon again, as work was pressing, but he was sure they all looked forward to the pleasure of spending such another happy afternoon. He then called for three cheers for Col. Anderson and the winning team, which were lustily given.

Sergt.-Major Phillips said Col. Anderson had declared the Northamptonshire would win next time and they had done so. It was said that there was some inconvenience in getting up the matches. Col. Anderson and the officers of the Regiment had, however, done their best and they must thank them for the pleasant afternoon they had spent and hope that they would have another soon. He thought they would be better if they fired at the Wimbledon target. The target they were firing at was obsolete, the Wimbledon target with the regulation marking being the only one now recognised. He hoped that the Garrison Staff would have another jolly evening at 400, 500 and 600 yards. Cheers were then given for the Sergeant Major and the Garrison team.

It is vulgar to call a man 'bow-legged.' Just speak of him as a parenthetical pedestrian.

CRICKET MATCH.

OVER THIRTY v. UNDER THIRTY.

This match was continued to-day, play being resumed by the Oldsters continuing their second innings. Coxon, one of the not-out men of last night continued his innings until his score had reached 30. Grace, Rumsey and T. E. Davies also got into double figures, their scores being respectively 20, 23 and 18, and the innings closed for a total of 135 runs. This brought the Oldsters' total for the two innings to 220, leaving the Youngsters 139 to get to win. Though some good scores were made by several of the 'Young Uns' they were unable to top the score of their opponents, and the match ended in a victory for the 'Old Uns' by nine runs. Towards the close, the match was very exciting. When the ninth wicket fell, the score for the Under Thirties stood at 81, and there was every appearance of them receiving a substantial beating. At this stage, however, Lloyd and Pedler got together and before they were separated the score had been raised to 125. Drew, the last man, had only the use of one hand and he was soon got rid of, the innings closing for 129. Lloyd played a dashing game for 33, his score including 1 six and 2 fives. Among the others who batted well for the young men were Scanlan (27), Bruce-Robertson (12), Parkin (13) and Pedler (17.) Barton, it will be seen, again did the lion's share the trundling work for the Over Thirties. The following are to-day's scores:—

OVER THIRTY.

2nd Innings.

G. S. Coxon, c Smith, b Dick,	30
Major Riddell, c Parkin, b Graham,	1
A. G. Stokes, b Barff,	8
C. H. Grace, run out,	20
A. K. Travers, c Graham, b Dick,	7
W. H. F. Darby, b Graham,	0
Capt. Rumsey, l.b.w., b Dick,	23
Major F. Davies, b Graham,	0
H. F. Whyte, not out,	4
T. E. Davies, c Parkin, b Dick,	18
J. Barton, run out,	0
Byes 8, leg byes 6, wides 2, no balls 1,	15
Total,	135

UNDER THIRTY.

2nd Innings.

Capt. Porter, c Coxon, b Barton,	6
A. D. Scanlan, b Barton,	27
H. W. Dick, c and b Barton,	1
M. D. Graham, b Barton,	4
C. S. Barff, c Coxon, b Barton,	4
W. Bruce Robertson, c Darby, b Barton,	12
A. Parkin, b Barton,	13
A. A. Lloyd, c Riddell, b Travers,	33
H. Vickers, c and b Darby,	0
E. O. Smith, c and b Barton,	0
C. P. Pedler, not out,	17
A. B. N. Drew, b Darby,	1
Byes 6, wides 5,	11
Total,	129

BOWLING ANALYSIS.

UNDER THIRTY.

1st Innings.

Names.	*Balls.*	*Runs.*	*M.*	*W.*	*Wides.*	*No Balls.*
C. S. Barff	20	20	—	—	2	—
E. O. Smith	37	24	1	2	—	—
M. D. Graham	70	21	4	5	—	—
H. W. Dick	46	12	5	4	—	—
2nd Innings.						
M. D. Graham	125	60	6	3	0	1
E. O. Smith	35	16	2	—	—	—
C. S. Barff	35	20	2	1	2	—
H. W. Dick	105	24	10	4	—	—

OVER THIRTY.

1st Innings.

Names.	*Balls.*	*Runs.*	*M.*	*W.*	*Wides.*
A. K. Travers	78	35	6	4	3
J. Barton	75	30	2	7	3
2nd Innings.					
J. Barton	80	53	1	8	1
A. K. Travers	55	42	1	1	2
W. H. F. Darby	40	24	0	2	0

CORRESPONDENCE.

AN EXPLANATION.

(*To the Editor of the* 'China Mail.')

Hongkong, October 9th, 1886.

Sir,—Having read in your issue of last night, your report of the proceedings at the Summary Jurisdiction Court, I was at a loss to discover who the 'certain Mr Souza' might have been, that name being a rather generical one among the Portuguese. My perplexity increased when I saw in the report this same Souza styled as Mr Silva, a name still more general. Having made inquiries, I found out that the individual in question was no other than Mr João José da Silva e Souza, *soi-disant* Consul of Venezuela and of Mexico in Hongkong, &c., &c. This gentleman, who, by the by, has been lately honoured with the Order of Chevalier of Christ, has mixed himself up with a Chinaman in joint partnership in a Portuguese Club, yclept 'Club Litterario.' When he found himself in one of his peculiar and ever-recurring troubles, it appears he left this colony for a cooler climate.

My object in penning the above and in showing up the real 'Mr Silva,' is to remove the unpleasant suspicion from any other gentleman of the same name of the Portuguese Community of Hongkong, of which I have the honour to be, Sir,

A MEMBER.

A REFORM ASSOCIATION.

(*To the Editor of the* 'China Mail.')

Hongkong, 9 Oct. 1886.

Sir,—Referring to the letter republished by you the other day from the *Daily Press* and to your remarks thereon, may I be permitted to suggest the formation of a society to be called 'The Hongkong Reform Association,' having for its object the improvement of the local government either by the enlargement of the powers of the Legislative Council and the extension of the franchise, or by the substitution of a regular Municipal Council for the management of purely local business? Such an association, having a clearly defined purpose in view and one that, I think, approves itself to most of the European residents in the Colony, must, it seems to me, succeed, if even decently organised and conducted. Its work would involve a searching inquiry into the present form of Government, its history, its merits and its defects—a careful consideration of the true position of the Colony and of its future, and of the most affective methods of rendering that future even more prosperous than the past—a searching inquiry into all proposed changes in the form of the Government and the selection of the best. To do this and do it thoroughly would require the best efforts of our best men and would afford opportunity for the preparation and publication of valuable papers and for long and earnest debates. It would necessarily bring under review the doings of our local parliament and of our Governors, and must end in the Colony being put in a position to present to the Home Government a very strong case for the reform we all pray for.

If I can in any way assist in the formation of such an association, I shall only be too glad to do so.—Yours truly,

JOHN J. FRANCIS.

TOTAL WRECK OF THE GERMAN BARK 'JACOBINA.'

The German bark *Jacobina*, Captain Christiansen, left Newchwang on the 26th ult. for Amoy, with a licensed pilot on board, but soon after leaving the harbour she struck on a new flat which was formed during the late freshets, and sprung a leak; the beans swelled and caused her to burst, and within an hour of her getting on the flat she became a total wreck. The cargo of beans was sold next day at public auction for Tls. 190, and the vessel for Tls. 710, duty free.—*Shanghai Mercury*.

THE LOSS OF THE 'ENVOY.'

32 PERSONS MISSING.

We take the following from the *N. C. D. News* of Tuesday, the 5th instant:—All doubt is now at rest as to what the wreck off Tsung Ming Island is, for six of the crew of the vessel reached here on Friday, having been kindly treated by the natives, and forwarded on overland to Shanghai *viâ* Soochow. The survivors state the name of the vessel to be the *Envoy*.

The *Envoy*, a barque of 330 tons, commanded by Captain P. Dethleffsen was on a voyage from Siam to Shanghai with a miscellaneous cargo of Siamese produce. She called in at Amoy on the 24th July and left again on the 15th of August. While in port, she shipped another mate, and two of the crew deserted. She took a number of passengers on board and these, with the crew, appear to have numbered about thirty eight persons. The crew consisted of the Captain, who is described as a gray haired old man, the mate, serang, tindal, thirteen sailors, two cooks and some others, and there were also on board the supercargo and two assistants, seven Chinese passengers and two Portuguese. Four of the survivors are Malays named respectively Ahmat, Mahomet, Batchow, and Ah Chat, all sea cunnies, and two Chinese named Ah Chao, 2nd cook, and Wu Kuan-sing, cook. The remainder are all missing, but from the accounts that have reached Shanghai from time to time of bodies having been washed ashore, there does not appear to be much doubt as to their fate. The Captain was a German and leaves a widow in Siam; the nationality of the mate is unknown; the serang was a Portuguese, and he had his wife and son, or according to another account, his adopted child, on board with him, the child being ten years of age; the tindal was a Malay, as were also the sailors; the two Chinese are natives of Hainan; the supercargo and his two assistants belonged to Swatow.

It will be remembered that the weather was very thick outside Shaweishan on the 16th of August, and some days previously, and a number of steamers were detained in that locality because they could not find their way with safety; it also was pretty rough, and there was a strong current so that two of the vessels lost their anchors.

All went well with the *Envoy* till the 16th when she got into thick weather, and either on the night of the 16th, or morning of the 17th, she anchored, as the Captain could not see the coast line owing to the thick weather. Only one anchor was let go in six fathoms, and the locality is described by the survivors as being near the first lighthouse after passing Chusan—probably Shaweishan. The vessel, under stress of weather, shoaled her water to two fathoms, and so when the Captain found she was drifting, he gave orders for the second anchor to be let go, but both together did not hold her, and she drifted into one and a half fathoms, when she bumped fearfully, and at 8 p.m. she sprang a leak, and the hold filled with water. At this hour it was blowing fiercely, but previous to this the Captain had ordered the mizzen mast to be cut away to ease the strain off the ship. This manœuvre, however, could not be executed, and at 6 p.m. both main and mizzen masts went by the board; at 10 p.m. the foremast also went overboard, and the vessel having stranded, suddenly listed to starboard, upon which six of the crew—those who have arrived here—got into one of the galley houses, while some of the others got on top of the remaining galleys, there being four in all, none of which were fastened to the deck, and so when the *Envoy* capsized, the galleys were washed overboard. This was at about 11 p.m. There does not appear to have been any attempt to work the pumps after the vessel commenced to bump, and no orders were given, so far as the survivors know, about the boats. These, however, were useless, being leaky, while the gig would only hold two persons; consequently they were not lowered and it is probable they would not have lived if they had been. As it was quite dark at the time, when the six men were washed off the wreck, they did not see what became of the rest of the people on board. After they had floated away, the survivors drifted about for eight days and had nothing to eat during all that time. They managed to keep themselves alive by drinking water which they say was only slightly brackish. On the seventh day, they saw some junks and boats, but were unable to attract their attention as they were so far off. On the eighth day they drifted on shore at Ying-pin on the north side of the Yangtsze. Here they saw some people digging for clams, and to whom they told their story. The people were kind to them, took them in and housed them, and afterwards sent them to the Tung-tai Magistrate who clothed and fed them, and then sent them on to Soochow, from whence they were forwarded to Shanghai.

One of the reports circulated by the natives last month was that the wreck off Tsung Ming Island only had two masts. They probably did not see the *Envoy* till one of her masts had gone by the board.

HOW MALARIA IS HARMFUL IN HONGKONG.

The following remarks, which appeared in the *China Mail* of the 6th September, 1881, will be found by many of our readers to be but too appropriate at the present time:—

The fact has been clearly demonstrated during the last few weeks—if demonstration had been necessary—that it is decidedly detrimental to the public health to turn up virgin soil in Hongkong during certain times of the year. It has long been the opinion of many medical men here that the turning up of new earth has generally produced sickness in the vicinity; but as fever has not always followed such excavations, the intelligent public and some practitioners were disposed to pooh-pooh the idea that harm resulted. If one will take the trouble to look into the question a little, we think the *rationale* of this subject will appear; and that the particular period of the year when such earth-cutting takes place makes all the difference as to the evil effects which follow. The nicer scientific points involved in a satisfactory explanation of malaria are still open and undecided; but it is now known that miasma or malaria is by no means confined to marshy places or to spots where rank vegetation abounds. In Java, and here in Hongkong, where much of the soil consists of decomposed granite, much the same dangers present themselves as in the Pontine Marshes or in the Swamps of the West Indies, though perhaps they are in a slightly different form. We have not heard that any samples of the Hongkong soil have been subjected to a medical test; but it is said that some casks of the Java soil were chemically examined at Leyden on behalf of the Dutch Government, and that the presence of a malarious agent of some description was found to be clearly marked. According to most of the authorities consulted, however, although marsh-miasmata proper are not the only form of malaria which has to be guarded against, moisture is necessary to the evolution of the unhealthy exhalations from comparatively dry soils such as Java and Hongkong. Dr Charles Morehead, an authority on diseases in India, thus puts it—'A certain degree of heat on the earth's surface, previously soaked with water, is essential to the production of malaria. It is more certainly general while the process of drying is going on—when uniform emanations exist, in degree proportionate to the rapidity with which the desiccation is effected. Hence malaria is most abundant in marshy grounds after the quantity of water has been reduced by evaporation to that condition when the drying of the surface of the ground begins, and while the atmospheric temperature is still high. It is then, after the heats of summer have passed, and the autumnal season has set in,—the months September and October,—that in marshy countries malarious fevers chiefly prevail.' These remarks, as we have already hinted, apply to this Colony in so far as the generation of malaria goes on when the rains have soaked the earth and the temperature is high enough rapidly to dry up the moisture. The intensifying of these effects brought about by the cutting and turning up of virgin soil needs not to be dwelt upon. Dr Morehead goes on to say—'If the malarious season be preceded by one of exhausting heat, and succeeded by one of considerable reduction and alternations of temperature, whether from great diurnal range, varying humidity, or chilling winds, then we have conditions of climate which lead to much mortality, from the consequences of intermittent fever, unless it be prevented or lessened by judicious sanitary measures.' It may be said that the Island of Hongkong ought not to be classified with the malaria-producing marshes of any tropical country; but in view of the fact that the diseases produced by this agency are here on the increase, and have attracted much attention during the last few weeks, it is not uninteresting to consider whether the cutting up of new soil should not receive more attention from the authorities than it now does. When discussing this subject, in May last, a writer in the *British Medical Journal* says, 'We know that the fever-producing rotten granite of Hongkong and other places is permeated by a fungus; and it is generally admitted now on all sides that the malarious influence is given off to so great an extent when large cuttings are made in the vicinity of residences that numbers of the occupants of houses within a certain radius are soon reported 'down with fever.' We have no desire to give the Colony a bad name; indeed, its general healthiness is now as proverbial as was its former insalubrity. But there is no reason why the authorities should shut their eyes to the established facts of medical science. The question which therefore arises is, How far this earth-cutting can be prevented without interfering unduly with the building and other improvements of the town? It is believed that in Shanghai the soil is seldom disturbed during certain months of the year; and we think that a measure of a similar precautionary kind might be introduced here. As the hot and rainy seasons, at least toward the end of the summer, usually come together, the months of August and September, with the early part of October, might be fixed as the prohibitory period; and were such a rule established, and well known, it is not probable that great inconvenience would arise either to the Government or to builders. The question is one closely affecting the public health and is therefore a most proper subject for official attention. H. E. the Governor is doing much in this direction by his extensive schemes of tree-planting, as trees are well known to be most effective in intercepting miasma; but something more definite appears to be necessary in preventing the periodical outbursts of malarious fever which follow the upturning of the soil for building purposes during a certain season of the year.

Quotations.

Hongkong, *October* 9.

OPIUM—New Patna, cash,	......	521½
" Old " cash,	......	—
" New Benares, cash,	......	506½
" Old " cash,	......	—
" New Malwa, cash,	......	520
" Allowance, Taels	......	48
" Old Malwa, cash,	......	540/50
" Allowance, Taels	......	32/64
" Persian, Oily, cash	......	400/470
" Allowance, Taels	......	16/32
" Persian, Paper tied	......	400/500
" Allowance, Taels	......	16/32

Exchange.

Hongkong, *October* 9.

On London—	
Bank, Wire,	3/2½
" On demand,	3/2⅝
" 30 days' sight,	3/2¾
" 4 months' sight,	3/3
Credits, 4 "	3/3¼
Documentary, 4 months' sight,	3/3⅜
On Paris—	
On demand,	4.06
Credits, 4 months' sight,	4.15
On New York—	
On demand,	78¼
Credits, 60 days' sight,	79½
On Bombay—	
Wire,	222½
On demand,	223
On Calcutta—	
Wire,	222½
On demand,	223
On Shanghai—	
On demand,	71¼
30 days' sight,	72½
Gold Leaf, 100 fine	$32.25
Sovereigns,	$6.08

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 a.m.	29.930
Do.	1 p.m.	29.910
Do.	4 p.m.	—
Thermometer—	9 a.m.	80
Do.	1 p.m.	83
Do.	4 p.m.	—
Do. (Wet bulb)	9 a.m.	73
Do. Do.	1 p.m.	75
Do. Do.	4 p.m.	—
Do. Maximum		83
Do. Minimum over night		78

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.81
Temperature	79
Humidity	73
Direction of Wind	E
Force	3
Weather	b

Hongkong Observatory, Oct. 9, 1886.

SUN AND TIDE TABLE FOR HONGKONG.

(*From The Hongkong Almanack.*)

October.

	High Water.		Sun.	
Day of Month.	*Morn.* H. M.	*Aft.* H. M.	*Rises.* H. M.	*Sets.* H. M.
8	6.56	8.31	5.55	5.39
9	5.45	8.18	5.55	5.40
10	6.56	8.31	5.55	5.39
11	7.50	8.48	5.56	5.38
12	8.35	9.9	5.56	5.37
13	9.17	9.31	5.57	5.36

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen, 3 hrs. 45 mins.

Moon.—First Quarter 5d. 6h. 10m. morning.

THE BULK OIL STEAMER GLUCKAUF.

The *New York Maritime Register* says:—The German steamer *Gluckauf*, which sailed from this port August 7th for Bremen with a cargo of 910,221 gallons petroleum in bulk, is of such an entirely novel construction that the following description of her will, we think, be found interesting by our readers.

She carries her cargo in tanks.

THE HULL.

Her tonnage is 1,568, rig barkentine. She was built in 1886 at Newcastle on Tyne. The is constructed of steel and iron, principally steel. Her scanting is very large, upper deck iron, between deck steel. Her beams, stringers, &c., ar strengthened by lug plates. She is extremely well fastened, plating is steel 8-17, 9-16, 10-16, 5x3, 3x3. She has a longitudinal bulkhead; 7 athwart bulkheads reaching up to the main deck and 9 up to t'ween decks. The engine room bulkheads reach right up to the spar deck. These are two in number with a space of five feet between either bulkhead. The engine room, boilers and galley are all abaft of these two bulkheads, affording great protection from fire as, in addition, the vessel is lit throughout, cabin and forecastle, with the electric light.

THE TANKS.

She carries water ballast in two tanks, the forward having a capacity of 110 tons, and the after 215 tons. Her tanks are eight in number and have the following carrying capacity:—No. 1 tank 266 tons; No 2, 334 tons; No. 3, 337 tons; No. 4, 337 tons; No. 5, 336 tons; No. 6, 334 tons; No. 7, 322 tons; No. 8, 334 tons; No. 9, 250 tons; (no oil in No. 9., only water for ship's use). These tanks are component parts of the vessel, and their respective divisions are the bulkheads (steel), well supported with angle irons, &c.

HATCHES.

Each tank has a man-hole on the upper deck, from which the tanks are filled. On top of the above named cargo tanks are expansion tanks, direct on the centre line of the vessel. The floors of the expansion tanks rest on the steel between deck and are of the following capacities: No. 1, 22 tons; No. 2, 29 tons; No. 3, 28 tons; No. 4, 27 tons; No. 5, 27 tons; No. 6, 25 tons; No. 7, 26 tons; No. 8, 19 tons. Each of the expansion tanks has a man-hole direct into the cargo tanks, also some perforated holes so as to let the oil into the cargo tanks have free access when expanding into the expansion tanks. After the cargo tanks are filled the expansion tanks have two feet of oil put into them in order to prevent escillation, so that there is always a solid body in the cargo whether they are expanding or not, or the ship upright or laying along. The working of the tanks is very simple: they have one pipe and pumps so arranged as to pump out or fill in as the case requires.

THE PUMPS.

Her pumps are very superior and have all sea connections in case of fire or leakage.

COLLISION.

In the event of a vessel striking the *Gluckauf* at the exact point where the bulkhead forming the after part of one tank and the fore part of the other, if she was properly managed, it would not endanger the vessel to any serious extent. Say that she was struck between tanks 4 and 5, which hold respectively 337 and 336 tons, and it is not at all probable that the colliding vessel would reach the mid-ship bulkhead; it would only be a loss of 337 tons, and the water rushing in would more than equallize the weight, as water is much heavier than oil, [the quieting effect of oil upon water is well known] and the vessel could easily be placed on the tank most suitable, and the water and oil be pumped out of the said tank by one or more of her powerful pumps. Repairs could then be made and the said tanks filled again if it was deemed necessary to place the ship on an even keel.

ENGINES.

Triple expansion; built in 1886; horse power 1000; cylinders 22, 35, 58; spoke 30.

BOILERS.

Two steel; capacity 30 tons; construction, round and tubular; speed about nine to ten knots; consumption of coal 14 tons.

Owing to her peculiar construction she will do away with a large amount of manual labor, and by beating the Russians out of the field, will, in a great measure, keep the oil trade in this country.

CARDS FOR CHEATING.

The *S. M. Herald* has been shown by the Inspector-General of Police, Mr Fosbery, a pack of cards most ingeniously marked for the purpose of cheating. The cards were manufactured by the well-known maker De La Rue, but after reaching Sydney were cleverly manipulated with fraudulent intent. They had originally dark red backs, which have since been ornamented profusely with gilded scroll work and foliage, which is used as a vehicle for the fraud. Taking the four suits—clubs, spades, hearts, and diamonds in succession—it is easy to explain how the cards are marked. It may be said that when once the distinctive marks are pointed out, there is nothing required but practice and a quick eye to enable a player to read his opponent's hand by watching the cards as they are dealt, or by inspecting the backs of them during the game. There are two marks on each card, one showing the suit to which it belongs and the other its value. Beginning according to the order named with the clubs, and commencing with the first set of marks, there is close to each corner a small curved gilt line about an eighth of an inch long, surrounded by gilt scrolls, among which it entirely escapes notice. Every card bearing this single line in the corner is a club. In the case of the spades there are two lines curved outwards and joined at one end. The hearts have a third line joined to the right hand upper line, and the diamonds a fourth joined to the left hand upper line. If the reader will take a leaf of trefoil clover and look at the outline of it he will see exactly how the lines are arranged. Take the centre petal to commence with. The edge to the right hand shows the direction of the curve for clubs, while the left and right combined give the cue for the spades. Look now to the right hand petal. The curve of the upper portion joining the centre petal make up the three lines for hearts, and in the same way the outline of the left hand petal joined with the other three make the four lines representing diamonds.

Having now shown the distinctive marks for the four suits, it may be explained how the values of the cards are indicated. This is done by the second set of marks, which consist of leaves of various shapes turned in different directions, both shape and direction helping to indicate the value of the card. These marks are placed close to and below these indicating the suit, so that both may be taken in (like the verdant player) at a glance. Each ace is distinguished by the presence of a curling tendril ending in a three-pronged leaf or trefoil, with the petals pointing upwards. The 'deuce' or two is noted by a twofoil turned downwards, looking like a shamrock with one petal torn off. The three has a similar mark, but the leaf is turned outward in a horizontal position. The four has a two-pronged leaf pointing upwards, the five a trefoil turned directly downward, the six a trefoil turned down and slightly outward. On the seven there is a larger trefoil, the petals, however, being placed side by side like the teeth of a saw, and not pointing in various directions like those of a clover or shamrock. The eight is known by a trefoil pointing diagonally to the corner, and the nine by a serrated leaf turned inward, with the points upwards. The ten bears a serrated leaf turned downward, the Jack a trefoil pointing outward towards the corners, the Queen a trefoil with the stem at the side instead of the centre of the leaf, and the King a serrated leaf with the points turned upward and out.

A PLAN TO REMOVE DERELICTS FROM THE OCEAN.

The *N. Y. Maritime Register* has for years urged that maritime nations undertake the task of keeping the ocean clear, as far as possible, of derelicts. It has pointed out the good that would follow from this work. It has shown time and again the necessity for it in the interest of navigation. At first the idea was laughed at, but now it is admitted to be an excellent one and is being endorsed by maritime authorities everywhere. The practicability of the work is admitted and the next and final step is to carry it out. If the Government of the United States should take the work in hand, it is almost certain that other nations would join with it and a patrol of the highway of nations be made that would make navigation decidedly safer and lessen materially the number of maritime casualties.

It is reported that the officers of the Navy Department, in thus acting upon the suggestion so frequently made in these columns, are outlining a plan by which, it is thought, derelicts in the track of vessels in the North Atlantic will be removed. This plan contemplates the division of the North Atlantic into sections, over which the different maritime nations will have control. Each nation would order certain of its naval vessels to patrol its own section, and either destroy any derelicts found there, or if worth the saving and if possible to do this, to take the abandoned hull into port. Of course this is but a skeleton of the plan, which would no doubt be elaborated so as to make sure that its workings would be beneficial. It is hardly necessary in this article again to point out the dangers arising from derelicts upon the ocean; but the many warnings that are given about icebergs, fogs and other perils of ocean voyaging, apply with the redoubled force to the derelict, the location of which is always changing and, as is very often the case, is never known until run into by some vessel.

There is no reason apparently why the several maritime nations should not join to carry out this plan of patrolling the North Atlantic ocean. If our own Government should make the proposition, other nations would not, we believe, be backward in a work of such practical benefit to the maritime interests of the world. It is to be hoped, therefore, that the Navy Department will soon have the plan in such shape that the proposition can be made to other nations through the State Department and the scheme go into operation at the earliest possible moment.

A WOMAN'S SUFFERING AND GRATITUDE.

A VOICE FROM AUSTRIA.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, whose story of physical suffering and final relief, as related by herself, is of interest to English women. 'I was employed,' she says, 'in the work of a large farmhouse. Overwork brought on sick headache, followed by a deathly fainting and sickness of the stomach, until I was unable to retain either food or drink. I was compelled to take to my bed for several weeks. Getting a little better from rest and quiet, I sought to do some work, but was soon taken with a pain in my side, which a little while seemed to spread over my whole body, and throbbed in my every limb. This was followed by a cough and shortness of breath, until finally I could not sew, and I took to my bed for the second, and, as I thought, for the last time. My friends told me that my time had nearly come, and that I could not live longer than when the trees put on their green once more. Then I happened to get one of the Seigel pamphlets. I read it, and my dear mother brought me a bottle of Seigel's Syrup, which I took exactly according to directions, and I had not taken the whole of it before I felt a great change for the better. My last illness began June 3rd, 1882, and continued to August 9th, when I began to take the Syrup. Very soon I could do a little light work. The cough left me, and I was no more troubled in breathing. Now I am perfectly cured. And oh, how happy I am! I cannot express gratitude enough for Seigel's Syrup. Now I must tell you that the doctors in our district distributed handbills cautioning people against the medicine, telling them it would do them no good, and many were thereby influenced to destroy the Seigel pamphlets; but now, wherever one is to be found, it is kept like a relic. The few preserved are borrowed to read, and I have lent mine for six miles around our district. People have come eighteen miles to get me t buy the medicine for them, knowing that it cured me, and to be sure to get the right kind. I know a woman who was looking like death, and who told them there was no help for her, that she had consulted several doctors, but none could help her. I told her of Seigel's Syrup, and wrote the name down for her that she might make no mistake. She took my advice and the Syrup, and now she is in perfect health, and the people around us are amazed. The medicine has made such progress in our neighbourhood that people say they don't want the doctor any more, but they take the Syrup. Sufferers from gout who were confined to their bed and could hardly move a finger, have been cured by it. There is a girl in our district who caught a cold by going through some water, and was in bed five years with costiveness and rheumatic pains, and had to have an attendant to watch by her. There was not a doctor in the surrounding districts to whom her mother had not applied to relieve her child, but every one crossed themselves and said they could not help her. Whenever the little bell rang which is rung in our place when somebody is dead, we thought surely it was for her, but Seigel's Syrup and Pills saved her life, and now she is as healthy as anybody, goes to church, and can work even in the fields. Everybody was astonished when they saw her out, knowing how many years she had been in bed. To-day she adds her gratitude to mine for God's mercies and Siegel's Syrup.'

MARIA HAAS.

The people of England speak confirming the above.

AFTER MANY YEARS.

'Whittle-le-Woods, near Chorley,
'December 26th, 1883.

'Dear Sir,—Mother Seigel's medicine sells exceeding well with us, all that try it speak highly in its favour. We had a case of a young lady that had been troubled many years with pains after eating. She tells us that the pains were entirely taken away after a few doses of your medicine.—Yours truly, 'E. Peel.'

AFTER SEVERAL YEARS.

'Stoke Ferry, January 9th, 1884.

'Gentlemen,—I have used Seigel's Syrup for several years, and have found it a most efficacious remedy for Liver complaints and general debility, and I always keep some by me, and cannot speak too highly in its praise.—I remain, yours truly,
'Harriett King.'

AFTER SIXTEEN YEARS.

'95, Newgate Street, Worksop, Notts,
'December 26th, 1883.

'Gentlemen,—It is with the greatest of pleasure I accord my testimony as to the efficacy of Mother Seigel's Syrup. My wife, who has suffered from acute Dyspepsia for over sixteen years, is now perfectly better through the sole help of your Syrup. I have spent pounds in medicines from doctors—in fact, I began to think she was incurable, until your marvellous medicine was tried.—I remain, yours, thankfully,
'Alfred Ford.'

THE EFFECTS HAVE BEEN WONDERFUL.

'Ilford Road Dispensary, Dukinfield,
May 3rd, 1884.

'Dear Sir,—I am happy to inform you that the sale of your Syrup and Pills increases here continually. Several of my customers speak of having derived more benefit from the use of these than from any other medicine. In some instances the effects have been wonderful.—Yours very respectfully, 'Pro. Edwin Eastwood, J. B.'

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 7.—AT 4 P.M.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.86	82	84	NE	1	of	—
Haiphong	29.84	85	—	SE	—	b	—
Hongkong	29.95	78	64	ESE	4	b	—
Amoy	29.94	84	50	NE	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.04	75	68	ESE	3	b	—
Nagasaki	30.05	—	—	SW	2	—	—
Wl'ostock	29.83	54	—	NNE	1	o r	—
OCTOBER 8.—AT 10 A.M.							
Manila	29.88	78	94	E	1	o p	—
Haiphong	29.88	85	—	NE	—	—	—
Hongkong	29.98	81	56	E	3	b	—
Amoy	30.01	76	64	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.04	72	85	SE	2	b	—
Nagasaki	30.07	—	—	SE	1	—	—
Wl'ostock	29.79	47	63	N	2	o	0.32

The barometer is falling but gradients continue moderate for N.E. winds. The temperature is rather high, the humidity moderate and the weather fine.

W. DOBERCK,
Government Astronomer.

Hongkong Observatory, October 8.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. RAIN, in inches, tenths and hundredths.

NAMES OF VILLAGES &c., IN OR NEAR HONGKONG.

(Corrected Spelling.)

A-kung Ngam.	San Tsün.
Ap-li Chau.	Shai-wan.
Cheung-shan Hom.	Shai-tsai Po.
Chung Hom.	Sham-shui Po.
Chung Wan.	Shau-ki Wan.
Fo-pang.	Shek-o.
Ha-wan.	Shek Tong.
Heung-kong Tsai (Aberdeen).	Shek-tong Tsui.
	Sheung Wan.
Hok-tsui.	Shui-tsing Wan.
Hok-tsui Wan.	So-kon Po.
Hok-ün.	Tai-kok Tsui.
Hok-ün Kok.	Tai-long Ha.
Hung-heung Lo.	Tai-lung Kung.
Hung-hom.	Tai-pang Mi.
Kai-lung Wan.	Tai-ping Shan.
Ka-sz Wan.	Tai-shek Kok.
Kau-lung.	Tai-tam.
Kau-pui Shek.	Tai-tam Tuk.
Kung Chung.	Tai-wan.
Kung Kok.	Tai-wong Kung.
Lap-sap Wan.	Tang-lung Chau.
Lin Mun.	Tsat Tsz-mui.
Ma-tau Chung.	Tsim-sha Tsui.
Ma-tau Kok.	Tso-pai Tsai.
Ma-tau Tsün.	To-kwa Wan.
Ma-tau Wai.	To-ti Wan.
Ma-ti.	Tung-wa (Hospital).
Mong-kok.	Tung-lo Wan.
Ngan Ping.	Un Chau.
Ngong-shün Chau.	Wan-tsai.
Pak-shui Wan.	Wong-kok Tsün.
Pok-fu Lam.	Wong-ma Kok.
Sai-wan Tsai.	Wong-nai Chung.
Sai Ying-pun.	Yau-ma Ti.

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.	* Madeira.
* Azores Is.	* Malta.
* Belgium.	* Mauritius.
* Bermuda.	* Natal.
* Canada.	* Newfoundland.
Canton.	New South Wales.
* Cape Colony.	* New Zealand.
Ceylon.	North Borneo.
† (*Constantinople*).	Ningpo.
* Cyprus.	* Norway.
* Denmark.	Port Darwin.
* Egypt.	* Portugal.
* Falkland Is.	Queensland.
Foochow.	* S. Helena.
* Gambia.	* Seychelles.
* Germany.	Shanghai.
* Gibraltar.	* Sierra Leone.
* Gold Coast.	South Australia.
Hankow.	Straits Settlements.
Hawaii.	Swatow.
Hoihow.	* Sweden.
Hongkong.	* Switzerland.
* Holland.	Tasmania.
* Honduras, (Br.).	United Kingdom.
* Iceland.	* United States.
India.	Victoria.
* Italy.	Western Australia.
Japan.	* West Indies (British, Danish, and Dutch).
* Lagos.	

2.—Orders on the Countries marked * are forwarded *through the London Post Office*, and are paid less a small discount of about *2d.* in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in).

Up to £ 2, or \$10, or R 20,......0.20 cents.
,, £ 5, or \$25, or R 50,......0.40 ,,
,, £ 7, or \$35, or R 70,......0.60 ,,
,, £10, or \$50, or R100,......0.80 ,,
,, — — R150,... \$1.00.

4.—No Order must exceed £10 or \$50 (unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

† By means of Postal Notes.

To Let.

TO BE LET.

FROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the HONGKONG HOTEL'S Main Entrance. On the Ground Floor Two, Handsome Plate-Glass SHOP Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy ROOMS.

'BREEZY POINT,' ROBINSON ROAD.

With Immediate Possession.

GODOWNS at WEST POINT—Large and Small.

COAL STORAGE.

'BISNEE VILLA,' POKFULUM.

Apply to

SHARP & Co.

Hongkong, September 28, 1886. 1362

TO LET.

A FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached.

Apply to

DENNYS & MOSSOP.

Hongkong, January 28, 1886. 192

TO LET.

ROOMS in 'COLLEGE CHAMBERS.' Nos. 7 and 9, SEYMOUR TERRACE. No. 16, HOLLYWOOD ROAD.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, September 28, 1886. 632

TO LET.

FROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, August 21, 1886. 1614

Insurances.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867. 100

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

STANDARD LIFE OFFICE.

NEW ASSURANCES.

FROM 1850 to 1855... ... £2,492,988.
" 1855 " 1860 ... ... 2,815,455.
" 1860 " 1865... ... 3,834,365.
" 1865 " 1870 ... ... 5,713,813.
" 1870 " 1875... ... 6,043,364.
" 1875 " 1880 ... ... 6,193,186.

Since 1880 there is a still further increase.

The Total existing Assurances exceed £20,000,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS.

PREMIUMS IN CHINA EXCEPTIONALLY MODERATE.

For full Particulars, apply to

THE BORNEO COMPANY, LIMITED,
Agents.

Hongkong, June 1, 1886. 1075

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

THE AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 27, 1886. 1848

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. net premium per annum.

NORTON & Co., *Agents.*

Hongkong, May 19, 1881. 938

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 23, 1886. 1831

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 19th October, 1886, at Noon, the Company's S.S. *ANADYR*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th October, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 2, 1886. 1882

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON TUESDAY, the 2nd day of November, 1886, at Daylight, the Company's Steamship *NURNBERG*, Capt. BERDROW, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st November, 1886. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Company is prepared to GRANT POLICIES OF INSURANCE on TREASURE and CARGO shipped by their own Steamers.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 5, 1886. 1906

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH *MORNING STAR*

RUNS DAILY as a FERRY BOAT between Pedder's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15TH APRIL, 1886.

WEEK DAYS. Leaves K'loon.	WEEK DAYS. Leaves H.K.	SUNDAYS. Leaves K'loon.	SUNDAYS. Leaves H.K.
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	10.15* ,,	10.30 ,,	NOON.
10.45* ,,	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 ,,	1.30 ,,	2.00 ,,
1.30 ,,	2.00 ,,	2.30 ,,	3.00 ,,
2.20 ,,	3.00 ,,	3.30 ,,	4.00 ,,
3.30 ,,	4.00 ,,	4.15 ,,	4.30 ,,
4.15 ,,	4.30 ,,	4.50 ,,	5.10 ,,
4.50 ,,	5.10 ,,	5.25 ,,	5.40 ,,
5.25 ,,	5.40 ,,	5.55 ,,	6.15 ,,
5.55 ,,	6.15 ,,	6.45 ,,	7.00 ,,
6.45 ,,	7.00 ,,	7.15 ,,	
7.15			

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *ANCONA*, Captain S. F. COLE, with Her Majesty's Mails, will be despatched from this for LONDON direct, *via* SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN,
Acting Superintendent.

Hongkong, September 27, 1886. 1856

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, 21st October, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 2, 1886. 1884

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address,

2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:

Per Annum, - - - \$12.00, postage, - \$1.00
" Quarter, - - - 3.00, " 0.25
" Single Copy, 0.30.

China Mail Office, Hongkong.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

POST OFFICE NOTICE.

Unclaimed Correspondence,

October 8, 1886.

Name	Lets.	Pap.
A. J. B.	1	
Adad, S.	1	
Alenders, Paul	1	
Allen, E. L. B.	2	
Allen, Mrs	1	
Alves, H. W.	2	
Anderson, Prof.	3	
Auger, F.	1	
Boffa, M.	1	
Bollenhagen	1	
Borlase, Miss R. A.	1	
Browning, H. C.	1	
Budd, W. H.	2	
Budge, Jas.	1	
Bulley, S.		1
Bushell, Dr S. W.		1 regd.
Caroline, Miss	1	
Casero, T.	1	
Ching, C. K.	1	
Coulthard, L. R.	1	
Crosby, R.	1	1
Deriksen, B.	1	
Dell, M.		1 regd.
Douglas, Mrs Capt.	1	
Edwards, R. M.	2	6
Ems, Miss O.	1	
Farquesson, Mrs S. E.	1	
Foster, I. L.	1	
Feuld & Co.	1	
Gell	1	
Gisson, D. J.	1	
Grandin, Mrs	1	
Gray, D. A.	1	
Hancock, St. J. H.		1
Hardy, J.		2
Hardy, M.	1	
Harrison, Major W. P.	4	
Holhome, L. J.	1	
Hornschtein, L.	1	
Head, R. L.	1	
Hickson, Miss	1	
Hill, R.	2	

Name	Lets.	Pap.
Holland, Wm.	2	
Hosie, A.	1	
Hughes, P. J.	1	
Jamieson, Rev. J.	2	
Jones, T.	1	
Kirchtroff, J. H. K.		1
Lloyd, Mrs C. V.	1 regd.	
Loy Heng	2	
Luff, J.	3	
Lum Tang Quan	1 regd.	
Macliesh, Dr A. L.	2	
Martin, H. R. H.	1	
Mayne, Cap. J.	4	1
Meadows, Dr F.	1	
McGregor	1	
Mitchell, J.	2	
Nelson, A.	1	
Paulet, Lord Henry	1	
Prehn, Mrs F.	1	
Quong Ying Kee	1	
Rich, T.		2
Rippel, C.		1 p.c.
Rochussen, S. E.	2	1
Russel, Jas.	1	
Scott, Capt. D.	1	
Segonzac, E. De	1	
Sell, Dr E. H. M.	1	
Spencer, Surg.-Major	1	
Sprague, Mrs J. L.	1	
Stramblad, C. G. E.	1	
Thompson Alex	1	
Thompson, Mrs Dr	1	
Thornton, Miss M.	1	
Walker, H.		1
Weedon, Miss	1	
Whitehead, Mrs	2	
Whitley, J.	1	
Williamson, H.	1	
Wilson, R.	1	
Wood, H. J.	1	
Woodford, W. H.	1	
Yamura, Rev. N.	1	

DETAINED.

Arif, E. M., Shanghai, letter.
E. P. Goggin, Liberty, Va., 1 parcel.
Pemberton, Mrs J., Philadelphia, 1 photo.

For Merchant Ships.

Name	Lets.	Pap.
Agnes, s.s.	1	
Andrias	2	
Anjer Head, s.s.	4	
Annie, H. Smith	1	
Arra Twidoasin		1
Brynhilda	1	2
Bus Cao	1	
C. F. Sargent	1	
C. P. Needle	1	
Cairngorm	7	2
Camelot of Leith	1	
Carrie Heale	3	
Catalina	6	2
Celtic Monarch, s.s.	5	1
Chandernagor	1	
Colchester	1	
Colusa	1	
Crusader	2	
Diabaled of Shields	1	
Des	8	
E. A. Read	8	8
E. J. Spence	1	1
Earl of Zetland	1	
Edwin Reed	1	
Elieser	1	
Elizabeth	1	
Elisabeth Nicholson	1	1
Emblem	8	13
Eminia	2	
Escort	1	
Essex, s.s.	1	
Exinia	2	
Faugh Balagh	1	
Fred. Litchfield	1	
Furness Abbey	1	
General Brialmont	1	
Geo. R. Skolfield		2
Gerard Tobey	1	
Germania	1	
Gloaming	1	1
Golden Fleece		1
Grafton, s.s.	2	
Granite State	1	
Gratitude	1	
Gregorian, s.s.	1	
Gulding Star	1	
H. N. Bangs	1	
Harvester	1	
Hilnia	1	
Horseguards, s.s.	1	
Huntingdon, s.s.		1
Independence	1	
Invincible	1	
Ire Marn, s.s.	1 regd.	
Isaac Reed	1	
J. B. Stoddard	1	
J. H. Bowers		1
Jacob Christensen	3	
Jennie Parker	1	
Jessie Kenwick	1	
Kelverdale	1	
Kent, s.s.	7	

Name	Lets.	Pap.
Kiang Ping, s.s.	1	
Krupp, s.s.	1	
Lady Harewood	8	5
Leanda		1 card
Leggend	1	
Leonora	1	
Lucy A. Nickels	1	
Lyce Moon	1	
Mabel	1	
Madras, s.s.	4	
McLaurin	1	
Mandalia Budar	1	
Merom	1	
Minghong	1	
Moharri	1	
N. Cottordin		1 regd.
Namvian, s.s.	1	
Nauphante	2	1
Nehemiah Gibson	1	
Oberon	2	
Pactolus	2	2
Paladin, s.s.	1	
Pallion, s.s.	5	
Port Victor, s.s.	1	
Prinz George, s.s.	5	
Prinz Heinrich, s.s.	1	
Prinz Leopold, s.s.	1	
R. Parsons	1	
Riberton	1	
Roseraia	1	
S. V. Annie	1	
Sarpedon		1 regd.
Sea Witch, s.s.	1	
Seneca Burrel	1	
Skatty Belle	1	
Smit	1	
Southern Chief	5	
St. George	1	
St. David	1	
Stanmore, s.s.		1 regd.
State of Main	1	
Stephan	2	
Straits of Gibraltar	3	
Sultana	3	
Sunrise	1	
Sussex	1	
Swan	1	
Timsck, s.s.	1	
Undine	1	
Varthina, s.s.	1	1
Victoria, s.s.	1	
Wagrien	3	
Wales	1	
Wallace of Windsor	1	
Walls Castle	1	
Walter Seigfred	1	
Webfoot	4	
Wellington, s.s.	1	
Westmeath, s.s.	3	2
Wm. Le Lacheur	1	
Woosung, s.s.		1 regd.
Zoroya	2	

Books, etc. without Covers.

A Voz do Christao.
Army and Navy Circular.
Belfast Weekly News.
Blackwood's Magazine.
British Med. Journal.
Cape Times.
Chambers Journal.
Chemist and Druggist Trade Journal.
Christian.
Christian Leader.
Church Bells.
Conteur Vaudois.
Courier and Herald.
Daily Graphic.
Der Reichsbote.
Deutsche Rundschau.
Economist.
Expositor.
Field.
Gacetta de Madrid.
Glasgow Weekly Mail.
Indian Mirror.
Indian Planters' Gazette.
Iron Trade Circular.
Kaiser-i-hind.
Knowledge.
Kotentafeln.
Lancet.
Le Clocher.
Le Réveil.
Manchester Guardian.
Missionary Record.
Nautical Magazine.
New Publications.
Norfolk News.
Northern Chronicle.
Palavra.
Pall Mall Budget.
Patria.
Photographic Views.
Professor at the Breakfast Table.
Provincia do Algarve.
Revue de Belgique.
Revue Militaire Suisse.
Revue de Deux Mondes.
Russian Manuscript.
Sample of Cloth.
The Age.
The Temperance News.
Times.
Time.
Times of Morocco.
Tribuna.

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